

THE LACLEDE BLADE

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A. J. CAYWOOD.

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Saving Democracy

The New York World was among the metropolitan newspapers which made outcry against the prohibition amendment to the food control bill; and it treated the subject with exceeding frankness. To adopt prohibition, argued the World, would split the democratic party in a "division as fierce as that occasioned by slavery;" and the southern democrats, in consequence would find themselves "in exclusion from power at Washington."

Here was argumentum ad hominem, couched in terms which even the most obtuse of southern democrats could understand. It may even have reached the white house; for, on the very day that this solemn warning appeared in the World, the president summoned a quartette of democratic senators into conference and took action to retain beer and wine among the "personal liberties" that the World had declared were always the sacred charge of the democratic party.

The skill of the democratic leaders in turning a moral issue to partisan effect has had frequent demonstrations of late. "He kept us out of war," and was re-elected. He got us into war to "make the world safe for democracy,"—and took into his hands the most stupendous political power the civilized world has ever known. He bans whiskey which is chiefly made in Kentucky, where the democratic party has no fears—and he would retain the manufacture of beer and wines in states where the democrats require extraneous aid to give them a majority. According to the New York World's reasoning, however, the democratic party avoids a split like "that occasioned by slavery," and in addition the language is enriched—for we understand that a man in New York who used to ask the bar-keeper for "a tub of suds," now demands "a Woodie" for the slacking of his thirst.

Missouri Crop Report

The July crop report issued by W. L. Nelson, assistant secretary of the Missouri state board of agriculture, tells of ideal harvest conditions and better yields of wheat and oats than were anticipated a month ago. The report, based upon July 1 conditions, follows:

Missouri crops, as a whole, are very promising. There is practically no complaint of damage by insect pests. Weather conditions have been favorable, although rather low temperatures prevailed during the early part of June. While there has been but little damage from drouth, rain is needed in practically the entire southern half of the state as well as in various counties to the north. In a few central and southwest counties conditions are now critical. Gardens generally are in need of rain. There is some complaint as to scarcity of help and high wages demanded for poor services rendered.

While corn is about ten days late, it is well cultivated and of a fine color. The growth during the last few days has resembled that of "Jack's bean stalk." Correspondents report some corn laid by, while the end of June found planting still in progress in the bottoms that were overflowed.

Condition of corn, for the state, is 88, as compared with 80.4 as the 10-year July average. This is also the highest July condition for the decade.

Owing to the very limited acreage, the total yield of Missouri wheat will be small, but the crop is "making a great finish." With highly favorable weather conditions, the outcome during June was wonderful. While wheat is generally thin on the ground, heads are well filled and the berries plump, so that the quality is excellent. A preliminary estimate places the average yield for the state at 12 bushels, the range being from 8 to 35 bushels.

The Missouri oat crop of this year may break all records for the state. The condition is 100.6.

Road Repairs

Did you ever travel over country roads where bridges and culverts were always at a different level from the roadway on either side? How much energy is wasted and how many vehicles are wrecked by the presence of chuck holes on both sides of culverts and bridges! It can be easily shown that the expense of avoiding such chuck holes bears a very minor relation to the waste caused by their presence.

The mere discomfort of riding in a vehicle over such obstructions is the least important phase of the matter. It is the wear and tear on the material equipment for travel and transportation that makes this an economic problem rather than of mere comfort of travel.

The active use of shovel about ten minutes would frequently be sufficient to repair a bad place that might daily cause a damage of many dollars. "A stitch in time saves nine," and a dollar expended in timely road repairs will save nine dollars in material damage.

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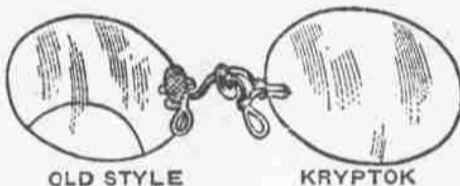
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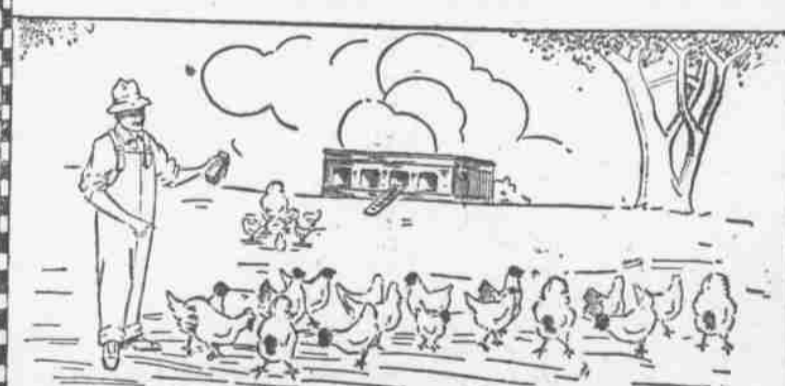


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